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Hongkong Daily Press.

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Hongkong, 1st October, 1908. [40-2]

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Hongkong, 1st April, 1909. [549]

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Hongkong, 15th April, 1909. [435]

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Hongkong, 16th October, 1907. [176]

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Hongkong, 6th April, 1909. [710]

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Hongkong, 1st April, 1909. [48]

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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 12TH 1909.

ANYTHING written now about the boycott of Japanese shipping and commerce in South China will strike most of our readers as an excursion into history which is becoming ancient. No mention of the subject has been made of the matter in the Chinese Press for some time, but we learn from the Press of Japan that the movement is still "vigorous", and we must therefore suppose that a conspiracy of silence prevails in South China. Though all outward show of hostility is wanting, an Osaka paper tells its readers that the boycott is still secretly active and, in fact, increasing in its effectiveness all over China, but especially in Hongkong and Canton. While it may be true that shipments from Japan to South China show no improvement, and even continue to decline, we do not think it necessarily follows that the Chinese feeling of hostility to Japan is as intense as it was six months ago. Appearances are certainly against the statement. Whatever the real explanation of the declining trade may be, so far as the Chinese in Hongkong are concerned it is certainly not due to a greater intensity of feeling against Japan. The injury done to Japanese trade by the boycott is more permanent than the feelings of hatred which inspired the movement, and an explanation of the continued decline in Japanese trade is to be sought rather in the diversion of trade which occurred when the boycott started, and the stimulus the movement gave to native enterprises. If the boycott led to the cultivation

of new tastes and the acquisition of new habits—as must undoubtedly have been the case—it would be hopeless to anticipate that, as soon as the boycott movement is suppressed, the trade will revert to its former channels. The Chinese are as conservative in their business as in their social and political customs, and it is a generally recognised feature of business in China that when once a particular brand of goods has been established in popular favour, it takes a great deal of business push to induce the purchasers to give their preference to the rival commodity. Shortly after the boycott started much was heard of the stimulus given to native enterprises and of the creation of new ones. How far these have developed as a result of the boycott, firms who are specially interested in the particular lines of trade affected are in the best position to judge, but there can be no doubt whatever that the stimulus given by the boycott to native industries has materially affected the import, and this combined with the diversion of many branches of trade into other channels, precludes the hope that a complete restoration of amicable relations between Chinese and Japanese traders will be followed by the return of the full tide of business prosperity which the Japanese merchants enjoyed before the unfortunate contretemps occurred. We do not go so far as to say that the feeling of hostility to the Japanese in South China has completely died out. It is only too plain to everyone that there are in Canton plenty of people only too eager to fan into flame the dying embers of the strife; and the Parias Island incident has served their purpose well; but we do not think the suggestion can be substantiated that the Chinese throughout the country are still deliberately intent on the destruction of Japanese trade in a spirit of revenge. An Osaka journal makes an appeal to the Tokyo Foreign Office to institute an immediate investigation into the matter. We do not doubt that the Foreign Office in Tokyo is kept well informed of the situation, but it is difficult to see what action they can take in the circumstances. We note, by the way, that at the request of the Foreign Office the Toyo Kisen Kaisha has recently submitted a statement in which the losses the Company has suffered from the boycott movement are estimated as being, for twelve months, Yen 543,200 in passenger traffic, and Yen 156,800 in goods freight—altogether in round figures Yen 700,000. From the statement of this company we may form some idea of the prodigious losses entailed by the boycott on the shipping and commerce of Japan as a whole. Movements of this nature, which of late years the Chinese have shown themselves increasingly prone to adopt, cannot therefore be lightly regarded. It is war—disastrous war—waged with kid gloves.

Two United States gunboats are under repair at the Taikoo Dock.

The Imperial Brewery is advertised for sale by auction, Mr. Lamont being the auctioneer.

One case of plague, fatal, was reported yesterday, bringing the total for the year up to 51.

For trespassing on the compound of the Central Police Station Mr. F. A. Hazeland yesterday fined eleven coolies \$15 apiece.

The manager of the Ice Company was fined \$7 by Mr. F. A. Hazeland at the Magistracy yesterday for obstructing the roadway in Great George Street, East Point.

The owner of eight trucks which were causing obstructions in different parts of the Central district was yesterday fined \$40 by Mr. F. A. Hazeland at the Magistracy.

At the Magistracy yesterday Mr. F. A. Hazeland sentenced a coolie to six months' imprisonment and six hours' stocks for returning from banishment.

Among the large number of residents who left for home by the Monteagle yesterday were Lady Pittig, and the Rev. J. H. and Mrs. France.

The Treasury was enriched yesterday to the extent of \$310 through Chinese merchants neglecting to stamp receipts. Sixteen summonses for this offence were heard by Mr. F. A. Hazeland at the Magistracy yesterday and fines ranging from \$5 to \$25 were imposed on the offenders.

The programme of the second Gymkhana to be held at the Happy Valley on Saturday the 29th inst. is now published. There are, as usual, six events, including a five-furlong flat race; a wester race over half a mile; the Gymkhana Stakes, one-mile; tent pegging in sections of three; one-mile flat race, and a mile and a quarter flat race, handicap.

Mr. Joslin, second officer of the China and Manila ss. Co's steamer *Zefiro*, who commanded the *Saints* when she was pirated on the West River, succumbed on Monday night at the Government Civil Hospital to heat apoplexy. As a mark of respect the flags of the ss. *Ruby* of the same line, were flying at half-mast yesterday when the funeral took place.

Admiral Sir Frederick Bedford K.C.B., retiring Governor of Western Australia, accompanied by Lady Bedford and Miss Bedford, have been guests of H. E. the Governor this week. Admiral and Lady Bedford went on by the French Mail steamer to Japan.

Vice-Admiral Sir Hedworth Lambton and that part of the China Squadron which has accompanied him here, as well as writer in the *Japan Gazette*, are receiving a most hospitable welcome. Entertainments, most of them in Tokyo, on their behalf have already been arranged for nearly every day next week. It is good news that another British man-of-war is to be in port over Empire Day, and it is hoped that the "handy men" will come ashore and repeat the successful part they played in last year's celebration.

In view of the unsatisfactory state of horse-racing affairs in Japan, the Vladivostok Race Club, which is under Government control, has been approached by several of those interested in racing in Japan, with the idea of affording Japan racing meet facilities for sending their horses to race at Vladivostok. The Committee of the Vladivostok Club are very anxious to offer every possible inducement to horse-owners to send their horses to Vladivostok on account of the present scarcity of race-horses at that port, and have made proposals for their Autumn Meeting.

GOVERNMENT HOUSE.

There was an Official Dinner at Government House last night, to which the following guests were invited: Governor-General Smith of the Philippines, Sir Francis Pigott, Hon. Mr. and Mrs. May, Hon. Mr. and Mrs. Pollock, Mr. and Mrs. Dunn, Mr. Law, Hon. Mr. Hewitt, Sir Henry Berkeley, Mr. Gedde, Col. Darling, Capt. Greenway, Lt.-Col. and Mrs. Bayard, Rev. and Mrs. Dallas Evans, Commander Franklin, Mrs. Volpicelli, Mr. Sturt J. Fuller, Mr. Watanabe, Mr. and Mrs. Butcher, Mr. Cradock, Captain and Mrs. Murray, Lt.-Col. Mrs. and Miss Chapman, Mr. Earhart, Lieut. Greenwell.

THE HIPPODROME CIRCUS.

On Monday night the Circus management offered prizes of \$50 and \$10 to local equestrians, the former amount to the man who could stand on a horse as it cantered once round the ring, and the latter amount to the man who stayed on longest. None of the competitors were agile enough to carry off the first prize, but the second was won by Lance-Corporal Page of the Buffs.

His Excellency the Governor has promised to attend the special performance at the Circus this evening. On this occasion the management will present one third of the gross receipts to local charities. For the convenience of residents on the Peak who may wish to be present, arrangements have been made for the running of special cars after the performance. The last night of the circus is advertised for Thursday. From Hongkong the circus goes to Japan.

To-morrow in addition to the usual programme, there will be some boxing events, and it is expected that a bumper tent will assemble to take leave of the Hippodrome performers.

HONGKONG TENNIS LEAGUE.

FIRESTRIES, 1909.
May 15—
Taikoo v. Craigengower.
Chinese Y.M.C.A. v. Y.M.C.A.
Kowloon v. Lusitano.May 22—
Taikoo v. Chinese Y.M.C.A.
Craigengower v. Schoolmasters.
Y.M.C.A. v. Civil Service.June 5—
Taikoo v. Schoolmasters.
Civil Service v. Craigengower.
Kowloon v. Ch. Y.M.C.A.
Y.M.C.A. v. Lusitano.June 12—
Taikoo v. Kowloon.
Schoolmasters v. Y.M.C.A.
Chinese Y.M.C.A. v. Craigengower.
Civil Service v. Lusitano.June 19—
Chinese Y.M.C.A. v. Schoolmasters.
Y.M.C.A. v. K. Lusitano.
Taikoo v. Civil Service.
Craigengower v. Lusitano.June 26—
Kowloon v. Schoolmasters.
Taikoo v. Lusitano.
Civil Service v. Chinese Y.M.C.A.
Craigengower v. Y.M.C.A.July 3—
Schoolmasters v. Civil Service.
Kowloon v. Craigengower.July 10—
Taikoo v. Y.M.C.A.
Civil Service v. Kowloon.
Schoolmasters v. Lusitano.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 11th at 11.55 a.m.—The barometer has fallen moderately over the Bonins and risen elsewhere particularly in the North.

The shallow depression lying near the Loochoo yesterday appears to have reached the neighbourhood of the former area.

Pressure is high over China and the N. part of the Sea of Japan.

Fresh N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood { E. winds, fresh; fair.

Formosa Channel Same as No. 1

South coast of China between { Same as No. 1

Hongkong and Lamock { Same as No. 1

South coast of China between { Same as No. 1

Hongkong and Hainan { Same as No. 1

Hongkong and Lamock { Same as No. 1

Hongkong and Lam

SANITARY BOARD.

A meeting of the Sanitary Board was held on Tuesday at the Board Room. Mr. R. O. Hutchinson presided, and there were present Colonel Bedford, Hon. Mr. E. A. Hewett, Hon. Mr. A. W. Brown (Registrar-General), Mr. A. Shattock Hooper, Dr. G. H. L. Fitzwilliams, Mr. Ho Kom Tong, Dr. F. Clark (Medical Officer of Health), Dr. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

RAT CATCHERS.

The HEAD OF THE SANITARY DEPARTMENT submitted the following minute:—The Street Committee of Yau Ma Tei, Hung Hom, Tsimshatsui, etc., have undertaken to engage and look after a number of rat catchers from the Sanitary Board will defray the expense. A large vote is provided in the estimates for the destruction of rats, and at present the return of rats in Kowloon is not satisfactory. I think the Board are justified in trying this experiment. As the rat catchers are to be under the control of the Street Committee the abuses which obtained under the old system of rat catchers should be avoided. It is proposed to engage in all ten rat catchers at a salary of \$10 each.

Mr. Ho Kom Tong minuted.—The proposed arrangement seems to be a good one, and we should give it a fair trial.

Mr. SHELTON HOOPER.—The cost of the bait will have to be added. Do I understand the rat catchers will not be subject to the orders and directions of the Sanitary Department or Sanitary Board?

Hon. Mr. HEWETT.—Are sufficient measures taken to ensure that these men may not specially breed rats which they may subsequently produce as the result of their labour?

Mr. LAU CHU PAK.—The orders and directions of the Sanitary Board or Sanitary Department, I understand, will be carried out through the Street Committees who have undertaken to supervise catchers with a view to preventing such abuses as existed under the old system. The arrangement is a good one, and should be given effect to at an early date.

The REGISTRAR-GENERAL.—I think the object of the regulations was simply to insure that the supervision of the Sanitary Department should be exercised through the Street Committees. I do not think it would be worth while for these men to breed rats.

Mr. HOOPER thought the Board might be informed once a month how the system worked so that they might know whether to continue or discontinue it.

The PRESIDENT stated that all rats caught would be taken to the Disinfectant Station, so that the Board would get the exact figures and the cost.

Mr. HOOPER remarked that the Commission found that a large amount of the bait previously used went into the coolies' stomachs instead of into the traps.

It was agreed that the system should be given a trial, and a monthly report submitted to the Board as to the progress made.

MALARIA AT LYEMUN.

Colonel BEDFORD (Principal Medical Officer of the South China Command) pursuant to notice, moved that "In view of the prevalence of malarial disease amongst His Majesty's troops quartered at Lyemun, and to the fact that this disease is due to conditions obtaining outside War Department property, that a Committee be appointed to enquire into, and report upon, the steps necessary to remove or minimise the conditions favouring malaria in the adjacent village of Shaukiwan and its environs." In doing so he said that this motion of which he had given notice was the first formal proposal that he had made since he had had the honour of sitting at the Board. And as to the reasons which impelled him to take this step, he now asked the very earnest attention of members. He would not occupy the Board's time with any review of the early history of the military occupation of the colony. He thought that the mouldering grave stones at Stanley remained a silent witness to that most disastrous period. He asked the Board to recognise the fact that at the present time the admission rate for malarial diseases amongst the troops serving in Hongkong was greater than that in India or in any other Colony in which soldiers had to serve, with that one exception of the west coast of Africa, a place the very name of which was redolent with the memory of that disease. Now he was concerned with a military station which for strategical purposes was found necessary to this garrison. He referred to Lyemun and the adjacent village of Shaukiwan. The barracks of Lyemun, which were of modern and improved construction, were situated upon an army plateau some 250 feet above the sea. The Royal Engineers had spent no small sums of money, and had shown no little skill in rendering the ground and the precincts of the barracks free from any source that could give rise to malarial production. Every soldier was provided with a mosquito net, which was regularly inspected, and surprise visits were made during the night to see that the men used them. The medical officers exercised all care, and as to the water there was no question; it might be compared with the general water supply of Hongkong.

Mr. HO Kom Tong had much pleasure in seconding the resolution. He was constrained to support it from the conviction which had been forced upon him not only by a perusal of the valuable report by Dr. J. C. Thomson, regarding a research into the prevalence of mosquitoes and malaria in the Colony of Hongkong and in the New Territories, but by his personal and close observation of the progress which has been made in the successful campaign instituted and since carried on by Government, in the year 1900.

These of his colleagues, who had the privilege of a seat on this Board, since that year, would probably recall the pregnant observation of Dr. Thomson when he remarked that "the crusade against the mosquito should include the Culex as well as the Anopheles." Anopheles must be dealt with by the Government chiefly, though owners of property may probably find it to their advantage to move privately in this matter as well." In anticipation of the appointment of the Committee, he wished to lay stress on what Dr. Thomson conceived to be the duty of the Government. His imperative injunction appeared to be of peculiar appositeness to the matter that pressed upon public attention in the motion submitted by the Principal Medical Officer.

The adoption of Dr. Thomson's recommendation for the past nine years happily with such beneficial results, seemed to impose upon the Government the obligation to improve the district in and around Lyemun, within the immediate vicinity of the Garrison Quarters. They had tacitly accepted as their duty such improvement in regard to the other parts of the Island, notably the

Western district, Kennedy Town, Kennedy and Macdonnell Roads, the neighbourhood of the Naval Hospital and Morrison Hill Road, and Happy Valley. The Military return of admissions to hospital for malaria happily showed a marked reduction in the incidence of this disease. It furnished the strongest arguments in favour of the adoption of the trite old saying that "prevention is better than cure." The Government had not yet seen fit to publish the departmental reports for last year, so for purposes of comparison they were left with the figures for the decennial period ending 1907. He had just remarked that the anti-malarial measures were inaugurated by Government in 1900. They would see what the effect of those measures had been on the European Troops. In 1901 with a strength of 1,675 men the total admissions to hospital during the year were 1,010. In 1902 the soldiers suffered severely; out of 1,361 men there were 1,523 admissions. For the next five years the respective figures were—

Year.	Strength.	Admission.
1903	1,220	937
1904	1,425	930
1905	1,370	348
1906	1,525	480
1907	1,461	397

The per mille rate, which stood as high as 1,028 in 1902, before the preventive measures could bear fruitful results, fell away to 1950 in 1907. The figures, which he had quoted, clearly demonstrated the efficacy of the steps that had been taken throughout the Colony generally, and which should command themselves now for adoption, in regard to Lyemun in particular, once that the evil existing there had been brought to the notice of the Board. The various units of our local Garrison constituted too valuable an asset to the Colony for us to neglect, and he trusted that no little monetary consideration would stand in the way of the Government towards improving the surroundings of the living quarters of those whose lives, unimpaired by preventable disease, such as malaria, tended to the greater security of the Colony.

It was agreed that the Director of Public Works, or whoever was acting in his stead, Colonel Bedford and Dr. Fitzwilliams should be appointed as a committee of enquiry.

TITLES OF DEBT ENTITLED TO RENDRING.

In reference to an application from a contractor, the Medical Officer of Health wrote in minute in which he recommended the Board to accept Canton marble tiles as "smooth and impervious material" if not broken and if properly pointed in cement.

Dr. FITZWILLIAMS.—I think the Medical Officer of Health's recommendation should be agreed to.

Mr. HOOPER.—I agree with the recommendation of the Medical Officer of Health.

EAT RETURN.

A return showed that in the week ending May 1st, 1,391 rats were caught in Victoria of which three were infected. In Kowloon 502 rats were caught, two being infected.

COST OF DISINFECTANTS.

With reference to the question regarding the purchase of carbolic acid for disinfecting purposes raised by Mr. Hooper at the last meeting of the Board, considerable correspondence was submitted.

Mr. MUSSET in a minute dated October 6th 1908, reported that Dr. Clark, Medical Officer of Health after consultation with the Government sanitist and bacteriologist, recommended that Calvert's carbolic acid should be stocked as a disinfectant instead of Jeyses Fluid. Recent plague researches in India showed that disinfectants for killing free bacteria were useless, as infection was carried by the bacilli in the stomach of the rat flea and that a disinfectant to be used for plague measures must be able to kill the germ carrier of the rat flea. Disinfectants were required for decolorising and for disinfecting purposes for cases of typhoid, small pox, cholera, etc. For decolorising purposes, there was not much amongst the various coal tar disinfectants, the chief point of consideration being therefore the price. For disinfecting purposes, for estimating the carbolic acid test, the most useful organism was probably *B. Typhosus*. Recently various tests had been made by the Government experts on these disinfectants the tests, sent being samples supplied by the Standardised Disinfectants Co. Ltd., of which detailed results were set forth. The price of carbolic acid, 1/6 per gallon, was the cheapest. The Principal Civil Medical Officer was of opinion that carbolic acid was the cheapest disinfectant for general use, with which view the Medical Officer of Health concurred. They are not yet published.

Mr. HOOPER minuted.—I would like to know the quantities of the respective disinfectants obtained by a seat on this Board, since that year, and from whence they were obtained, and the cost of each to the Government here.

The PRESIDENT, in answer to Mr. Hooper's minute, stated that 2310 gallons of Jeyses Fluid had been purchased locally at a total cost of \$4730.92 or \$1.63 per gallon. 2320 gallons had been purchased through the Crown Agents at a total cost of \$4776, which worked out at \$1.69 per gallon.

Mr. HOOPER asked if it was fair to put the amount in dollars, seeing that the rate of exchange might account for the difference in prices.

The PRESIDENT.—Mr. Hooper asked for the rate in Hongkong money.

Mr. HOOPER asked the Medical Officer of Health whether the Jeyses Fluid procured through the Crown Agents was Jeyses Fluid, or whether it was not a special preparation which the Crown Agents asked to supply to meet requirements.

The MEDICAL OFFICER OF HEALTH said he could not answer the question. What was ordered came.

The PRESIDENT.—It was ordered as Jeyses Fluid and sent as Jeyses Fluid. The bacteriological test showed that it was superior to the stuff purchased locally.

Mr. HOOPER.—And it was sold as Jeyses Fluid?

The PRESIDENT.—Yes.

Hon. Mr. HEWETT.—Are there various grades of Jeyses Fluid?

The MEDICAL OFFICER OF HEALTH.—They don't quote different grades.

Mr. HOOPER.—You are not aware of any stuff being procured from Jeyses which was not Jeyses Fluid?

The MEDICAL OFFICER OF HEALTH.—Yes, two preparations have come from Jeyses.

Mr. HOOPER.—The only point I wish particularly to call attention to after these figures is the fact that the Jeyses Fluid obtained locally is cheaper than that obtained through the Crown Agents.

The PRESIDENT.—You do not remark that the Jeyses Fluid from the Crown Agents is bacteriologically superior.

Mr. HOOPER.—Or that I might have to produce evidence to show that it is not Jeyses Fluid at all.

The discussion then ended.

DIVIDING THE CITY INTO HEALTH DISTRICTS.

The COLONIAL SECRETARY wrote to the effect that the Board's recommendation to divide the city into 12 instead of 10 health districts was now under the consideration of H. E. the Governor.

NOTES FROM JAPAN.

FROM OUR OWN CORRESPONDENT.

TOKYO, April 30th.

SUGAR COMPANY SCANDAL AND LEGAL PROCEDURE.

The cause of the failure of the Dai Nippon Saito Kaisha to occupy a great deal of the public attention, and the subject is the most notorious nowadays addressed to business men. The exposure of the corruption existing among the directors of the company and the action of the legal authorities are held to be blessings in disguise, but the good effects of the exposure cannot be said to be realized to the full until the guilty parties have been punished by the law and are behind prison bars. Before this can happen it is possible that three courts will have to pass judgment on the offenders—the court of first instance, the court of appeal, and the final court of appeal, namely, the Court of Cassation. And it is evident that unless the Government determines to expedite the trial of those charged the case will drag on for years. Under the normal procedure of the courts the defendants would be able, quite legally, to delay hearings and amplify the mass of evidence that the final judgment of the highest court could not be obtained for many years. The defects of Japanese legal procedure in this respect are well known, and are often referred to in cases in which foreigners are involved. But the Japanese suffer equally from a bad system.

Mr. MUSSET in a minute dated October 6th 1908, reported that Dr. Clark, Medical Officer of Health after consultation with the Government sanitist and bacteriologist, recommended that Calvert's carbolic acid should be stocked as a disinfectant instead of Jeyses Fluid. Recent plague researches in India showed that disinfectants for killing free bacteria were useless, as infection was carried by the bacilli in the stomach of the rat flea and that a disinfectant to be used for plague measures must be able to kill the germ carrier of the rat flea. Disinfectants were required for decolorising and for disinfecting purposes for cases of typhoid, small pox, cholera, etc. For decolorising purposes, there was not much amongst the various coal tar disinfectants, the chief point of consideration being therefore the price. For disinfecting purposes, for estimating the carbolic acid test, the most useful organism was probably *B. Typhosus*. Recently various tests had been made by the Government experts on these disinfectants the tests, sent being samples supplied by the Standardised Disinfectants Co. Ltd., of which detailed results were set forth. The price of carbolic acid, 1/6 per gallon, was the cheapest. The Principal Civil Medical Officer was of opinion that carbolic acid was the cheapest disinfectant for general use, with which view the Medical Officer of Health concurred. They are not yet published.

PRESENT POSITION OF THE COMPANY.

The shares of the Dai Nippon are not now quoted on the Change, but dealers continue to transact on prices ranging from 15 to 17 yen. A general meeting of the Company took place on Tuesday, when one of the shareholders attacked Baron Shibusawa, the adviser of the company, and said that when he invested his money in the concern he did so purely on the strength of Baron Shibusawa's reputation, believing that the Baron would not connect himself with a company that was insolvent and which was not of good repute. The meeting was adjourned to another day, and according to law the new judge has to go over the whole case again, hear all the evidence and re-examine the land. The case is now, after seven months, as far advanced as it was in September, and whichever way judgment goes the losing party will probably appeal. If both sides are determined we may look for the final settlement of the case about the time of the Grand Exhibition, when the loser will be involved in heavy costs, which both sides are at present paying as they go along. Such being the normal course of legal procedure in Japan, it seems premature to talk about the good moral effects of the determined prosecution by the Government of those responsible for the failure of the sugar company. They are not yet published.

be equally naive. He recommended Dr. Sakawa, director of the Government Bureau of Agriculture, as president of the company knowing that Dr. Sakawa had no experience business and was not suited to the post. The Baron admits that he did not know the directors, Messrs. Isemaru and Akiyama well (now in prison and alleged to be the arch-crooks), but put great trust in certain officers who were experts in figures.

These frank admissions, of course, reflect credit in the Baron, but they are not likely to console shareholders. The veteran business man's office has been the common one among advisers and auditors of not doing his duty, and for that the shareholders must suffer. The final result of the meeting was that new shareholders were elected, Baron Shibusawa retaining the post of adviser. At present there are twenty-six persons, directors and other officials of the company, and members of Parliament, in Tokyo Prison awaiting trial in connection with the frauds. The arrested members of the Diet are charged with accepting bribes from the directors, the object of the latter being the nationalisation of an industry of which an almost ruined company was the head.

FOREIGN CAPITAL.

The natural effects of the exposure of the Dai Nippon Saito Kaisha and others, including the Dai Nippon Suisan or Marine Products Co. (in connection with which a lieutenant-general is under a cloud) will be to greatly handicap Japanese companies in their efforts to obtain foreign capital. Difficulties in this connection have already been experienced by the Osaka Shosen Kaisha which having failed to raise a foreign loan, has concluded an arrangement with Tokyo and Osaka banks for two millions at an interest which works out at the exorbitant rate of 8.2 per cent, with the company's ships pledged as security. The Keihin Electric Railway (Tokyo-Yokohama) has lately been negotiating with foreigners for a loan, but it is reported that one of the conditions insisted upon by the financiers is that a foreigner shall be included in the Keihin directorate. This is naturally distasteful to Japanese companies. The Tokyo Electric Light Company (paid-up capital 17,260,000 Yen) has been seeking to float a big loan for a great water-power undertaking. With the nicely in figures that Japanese companies indulge in, it is estimated that when the water-power works are completed the company will be able to earn a dividend of 1.92 on its capital, but up to the present this statement has not convinced the foreigners who have been approached. At a general meeting of shareholders held a day or two ago it was decided to leave the matter in the hands of the directors and a decision will come to be made in June.

FOREIGNERS AND LAND OWNERSHIP.

Closely connected with this question of foreign capital is the position of foreigners in respect to the ownership of land. The present attitude of the Japanese authorities in this matter is narrow and selfish, but public opinion is growing in favour of placing foreigners on exactly the same footing as the natives, and as soon as this is done we may be sure it will greatly facilitate the entry of much-needed foreign capital. A very important meeting was held last Monday in Yokohama by the foreign land-renters, when the chairman, Mr. H. V. Henson, said he understood that arrangements were being made to allow foreigners and Japanese on the same footing with regard to landownership are likely to be made in the new treaties. Treaty revision takes place next year, when there will probably be drastic changes. The object of this land-renter meeting was to make a formal protest against the payment of certain taxes on leased property, a matter that has been in dispute ever since the abolition of extraterritoriality and the beginning of the operation of the revised treaties, and there have been several hearings and postponements on protests suggesting that everyone concerned has an enormous amount of time to waste. A few weeks ago, however, the judge in charge of the case was promoted to another district, and according to law the new judge has to go over the whole case again, re-examine the land. The case is now, after seven months, as far advanced as it was in September, and whichever way judgment goes the losing party will probably appeal. If both sides are determined we may look for the final settlement of the case about the time of the Grand Exhibition, when the loser will be involved in heavy costs, which both sides are at present paying as they go along. Such being the normal course of legal procedure in Japan, it seems premature to talk about the good moral effects of the determined prosecution by the Government of those responsible for the failure of the sugar company. They are not yet published.

THE BRITISH NAVAL VISIT.

Quite unexpectedly, the foreign public here learned that elaborate entertainments were being planned in honour of Admiral the Hon. Edward Lambton's Squadron, which arrived at Yokohama yesterday for a prolonged stay. The weather is at present bad, rain every day, and equally so as soon as it breaks up we may expect to see groups of healthy-looking tars in the streets and trams. It does one good to see those men! Strong and lusty, but no infect everybody with good humour, but one so keenly enjoys the jaunt ashore as they themselves. If we do not have good weather the pleasure not only of the sailors but of the people of Japan in these parts will be greatly marred.

A VALUABLE FIND.

The *Teikokujin* correspondent, of the *Shanghai Times* writing on April 26 says:—Near Fang Sun (a low mountain) some ten miles to the west (Haishow) a huge piece of crystal was recently unearthed. It is said to weigh 300 catties, is over 4 feet in diameter and 100 catties long. This is the second large crystal found at this place within two months. The crystal is a sort of flint. It is used in the making of Chinese spectacles and brings large prices. It is said that for the piece just spoken of the owners were offered \$25,000.

THERE IS SKILL AND THOROUGHNESS

IN ALL

PIANOS

WE IMPORT
STAMPING THEM IN EVERY WAY
SUPERIOR VALUE
BUILT THROUGHOUT FOR
THIS CLIMATE.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed—DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Code: A.B.C.

5th Ed. Licher's.

P.G. No. 35. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

N. 3, MORRISON HILL. Entry about 1st proximo.

Apply—

MESRS. JARDINE, MATHESON & CO., LTD. Hongkong, 12th May, 1909. [72]

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received instructions from the Official Liquidator, H. PERCY SMITH, Esq., Chartered Accountant, to Sell by Public Auction, on WEDNESDAY,

the 26th May, 1909, commencing at 11 A.M., on the premises,

"THE IMPERIAL BREWERY," Situated in WONG-NEI-CHONG VALLEY, AS A GOING CONCERN, IN ONE LOT.

If the Property is not sold in one lot, the PLAN, MACHINERY, GEAR, STOCK, &c., &c., will be sold in separate lots to suit purchasers.

For full particulars apply to:

Messrs. BRUTON & HETT, Solicitors.

MESRS. HASTINGS & HASTINGS, Solicitors.

Mr. H. PERCY SMITH, Chartered Accountant,

Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 12th May, 1909. [72]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG," having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 14th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 11th May, 1909. [16]

INTIMATIONS

THE CHINA-BORNEO CO., LTD.

NOTICE.

DURING my Absence at any time from the Colony Mr. WILLIAM DENYS JUPP will Act as Manager at Hongkong of the above named Company.

W. G. DABBY, General Manager.

Hongkong, 10th May, 1909. [718]

NOTICE.

THE MANAGER of KENNEDY'S STABLE begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

As much as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Under-signed.

G. W. GEGG, Manager, Kennedy's Stables.

Hongkong, 5th May, 1909. [725]

NOTICE.

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VŒUX ROAD CENTRAL (Lately occupied by Madame Jay). Hongkong, 26th April, 1909. [667]

NOTICE.

WEISMANN, LIMITED.

WANTED a Good Sized BED-SITTING ROOM (higher levels preferable). Board-Optional, but verandah with view of harbour essential. Apply giving full particulars to—

Care of "Daily Press" Office.

Hongkong, 30th March, 1909. [537]

BOARD AND RESIDENCE.

WANTED a Good Sized BED-SITTING ROOM (higher levels preferable). Board-Optional, but verandah with view of harbour essential. Apply giving full particulars to—

Care of "Daily Press" Office.

Hongkong, 24th April, 1909. [658]

SUTTON'S SEEDS.

Special Selections for South China. CHINA EXPRESS CO.

3, Duddell Street, Hongkong.

Shipping and Insurance Agents.

Hongkong, 2nd January, 1909. [50]

DAVID CORSAIR & SON'S MERCHANT AVY NAVY BOILE LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. Sole Agents.

1674] [504]

ENTERTAINMENT

IMPORTANT NOTICE.

HIS EXCELLENCY, SIR FREDERICK J. D. LUGARD, K.C.M.G., C.B., D.S.O. GOVERNOR of Hongkong, Has Awarded his Distinguished Patronage and Presence to a

SPECIAL PERFORMANCE OF THE

HIPPODROME CIRCUS AND MENAGERIE

TO-DAY (WEDNESDAY), 12th instant.

SPECIAL PROGRAMME.

On this occasion we propose giving one third of the gross proceeds to Local Charitable Institutions.

TIME AND PRICES AS USUAL. Box Plan at ROBINSON PIANO, LTD. Special Trams will be run before and after the Performance.

Special Peak Train will be run after the Performance.

LAST MATINEE:

TO-DAY (WEDNESDAY),

AT 3.30 P.M.

Doors open at 8 P.M. Overture 9 P.M. N.B.—TO-MORROW (THURSDAY) Absolutely our Last Performance in Hongkong.

A. JACKSON, Representative. 697]

PUBLIC COMPANIES

NOTICE.

THE CHINESE ENGINEERING & MINING CO., LTD.

A N INTERIM DIVIDEND of One Shilling and Sixpence per Share free of tax on account of year ending 28th February, 1909, has been declared by the Directors of the above Company. Coupon, No. 12 is payable on 1st May, at the CHARTERED BANK of INDIA, AUSTRALIA and CHINA and the RUSSO-CHINESE BANK at Tianjin and Shanghai.

J. S. DOBIE, Agent.

Hongkong, 1st May, 1909. [687]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

THE SHARF CERTIFICATE, No. 2915, for Ten Shares numbered 1914/19150 inclusive, fully paid up, standing in the Register in the name of AUGUSTE PIERRE MARTY, deceased, having been LOST. Notice is hereby given that unless the said Certificate be produced at the Offices of the Company, Queen's Buildings, Victoria, Hongkong, before the 27th May, 1909, a new Certificate for the said shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary.

Hongkong, 28th April, 1909. [569]

TIME FLIES!

SO DOES YOUR OPPORTUNITY.

We have now only a few left of

THE CELEBRATED

W. B. CORSETS NUFORM and ERGOT FORM.

Most Popular in the World and worn by the leading Society Belles of Europe and America.

ONLY TO BE HAD FROM

HOOSAIN-ALI & CO.

Hongkong, 3rd May, 1909. [41]

THE DAIRY FARM CO., LTD.

Have much pleasure in announcing further

REDUCTIONS

IN

BUTTER PRICES

FROM 1st MAY, 1909.

"Buttercup" Brand 65 cents per lb.

"Dairymaid" Brand 70 " "

"Daisy" Brand 75 " "

May be had in 3 lb. Pats.

563]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSSSEN & CO.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at 8s. 1d. and 7s. 6d. per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [623]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

SUN TING.

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from Capt. P. H. BOURG, to Sell by Public Auction.

TO-DAY (WEDNESDAY), the 12th May, 1909, commencing at 2.30 P.M., at his Residence No. 9, Kennedy Road,

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE, Comprising—

UPHOLSTERED CHAIRS, BEA

STANDS, WRITING TABLES, HAT-

CURTAINS, ORNAMENTS, &c., &c.

EXTENSION DINING TABLE,

SIDEBOARD, DINNER WAGON-

DESK, DINING CHAIRS, OVER-

MANTELS, DINNER and DESSERT

SPOTS, &c., &c.

SINGLE and DOUBLE BRASS-

MOUNTED BEDSTEADS with HIR-

MATRESES, WARDROBES with

BEVELLED MIRRORS, MARBLE-TOP

WASH-STANDS, DRESSING TABLES

WITH BEVELLED MIRRORS, CHESTS-OF

DRAWERS, TOILET SETS, BOOK-

CASE, &c., &c.

BATHROOM, PANTRY and KITCHEN

REQUISITES, and Quantity of HOUSE-

HOLD-LINEN;

ALSO

ONE COALPORT CHINA TEA SET,

ONE COTTAGE PIANO, by "Collard and

Collard."

A

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE
NOTICE TO CONSIGNEES
FROM NEW YORK AND SINGAPORE

THE Steamship

"KORANNA."
Captain Bear, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 12th inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOME'S & CO., General Agents.

Hongkong, 6th May, 1909. [713]

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-
DELSBRO', LONDON, COLOMBO
AND STRAITS.

THE Company's Steamship

"DENBIGHSHIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at **THEIR RISK** in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & CO.
Agents.
Hongkong, 7th May, 1909. [715]

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies)

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPEI,"
having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 17th inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 p.m.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.

Hongkong, 7th May, 1909. [4]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESEBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLEN TURRET,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at **THEIR RISK** into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 7th May, 1909. [716]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"POONA,"
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at **THEIR RISK** in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 8th May, 1909. [1]

NOTICES TO CONSIGNEES

S.S. "POLYNESIEN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Sidon" from Havre ex.s.s. "Ville du Dunkerque" in connection with above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 12th inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOME'S & CO., General Agents.

Hongkong, 6th May, 1909. [713]

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-
DELSBRO', LONDON, COLOMBO
AND STRAITS.

THE H.A.L. Steamship

"SENEGAMBIA,"
having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed at consignees risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th May, 1909. [726]

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.
For continuous use by the Gouty, the
Constipated, and the Obese.

GOLD MEDAL,

St. Louis, 1904.

DOSE.—A Wineglassful in the morning
before Breakfast.

[607-1]

AS SUPPLIED TO THE HOUSE OF
LORDS, AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

PER CASE
12
10
8
6
4
2
1

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF CALNE, GLOUCESTERSHIRE, AND HAS BEEN SOLD AS MRS. SINCE 1848.

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"POONA,"
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at **THEIR RISK** in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 8th May, 1909. [1]

APIOLINE

(CHAPOTEAUT)

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

Prescribed by the highest French
Medical authorities and superior to
Tincture, Steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

12-3

THE GOVERNOR-GENERAL OF
THE PHILIPPINES

HIS MASTERS.

The *despatch* given last evening by the Governor-General says the Manila *Colloquies* of the 7th inst. was a great success from every point of view. The extensive banquet hall was filled from end to end and a spirit of harmony and good will reigned.

The speech of the evening was that of the Governor-General, who, when he rose from his seat to bid farewell to those among whom he had lived and labored eleven years, was greeted with long continued applause. He was well received, overcome with emotion when those who had met to honour him ceased their cheers. Gathering himself together and brushing away a tear he expressed his great satisfaction at seeing gathered in his presence on such an occasion representatives of all political parties, of all nations and of all elements. "It is a sign of the approaching better understanding that I have long hoped to see realized," he declared. "My aim has ever been to destroy discord, to settle differences and help to create and foster the spirit of union among all. I am proud that the United States, my mother country, has not adopted under her the policy of dividing and conquering but has set herself to cement a lasting union among all. Americans and Filipinos have the same end in view, the same object, but while they differ in the means to be used to secure that end the difference should not be allowed to sever that friendship that must exist to make possible the success of the aims of both peoples.

The Governor-General spoke of the policy he had followed and said that his policy had been to carry out the instructions of the late President McKinley and that the policy of his successor

Vice-Governor Forbes was also called upon to speak. He did so in Spanish and in a short speech declared his policy would not differ from that of the Governor-General about to leave them.

Mr. Stevens of the Hongkong-Shanghai Banking Corporation spoke for the foreign element in Manila. He said that the departing chief executive had endeared himself to all and that the Philippine Islands should congratulate themselves that they had had him for a governor-general. He concluded by saying that James

Smith had spent 11 years of his life in a single-minded devotion to duty; that he had accomplished much work and made a host of lasting friends; and that the foreign community

No Claims will be admitted after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPORIN,
Agent.

Hongkong, 10th May, 1909. [2]

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"SENEGAMBIA,"

having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed at consignees risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th May, 1909. [726]

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-
DELSBRO', LONDON, COLOMBO
AND STRAITS.

THE H.A.L. Steamship

"SENEGAMBIA,"

having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

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All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

SHIPPING.

ARRIVALS.

CHOKUN MARU, Japanese str., 1,301, T. Suruga, 11th May—Swatow 10th May
General—Osaka Shosen Kaisha.
HAIMUN, British str., 636, J. V. Evans 11th May—Swatow 10th May, General—
Douglas, Lapraik & Co.
LAHANG, British str., 2,224, F. Wheeler, 11th May—Singapore 5th May, General—
Jardine, Matheson & Co.
MICHAEL JESEN, German str., 951, J. Petersen, 11th May—Wohaiwei 5th May, Salt
Jelsen & Co.
RURI, British str., 1,619, R. W. Almond, 10th May—Manila 8th May, General—Shaw, Thomas & Co.
SEXTA, German str., 992, N. Jenson, 11th May—Singapore 5th May, General—Chinese.
TSINTAU, German str., 1,002, F. Binkley, 10th May—Bangkok 3rd May, General—
Butterfield & Swire.
YAWATA MARU, Japanese str., 3,816, T. Seldine, 11th May—Yokohama 1st May, Fish—
Nippon Yushin Kaisha.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

High Thuan, French str., for Saigon.
C. Diderichsen, German str., for Haiphong.
Faucon, British str., for Saigon.
Hakata Maru, Japanese str., for Singapore.
Kondo, German str., for Chinkiang.
L. Scheff, German str., for Chinkiang.
Nikko Maru, Japanese str., for Nagasaki.
Nunwoldt, German str., for Moji.
Scayenbuda, German str., for Shanghai.

DEPARTURES.

11th May.
ALDRNAM, British str., for Kobe.
ANGHUI, German str., for Bangkok.
CEYLON MARU, Japanese str., for Soctie.
CHINA, American str., for Shanghai.
GLENLOGAN, British str., for Shanghai.
HAIICHING, British str., for Swatow.
HAIHAN, French str., for Hoihow.
HOLSTEIN, German str., for Iloilo.
KWANTAH, Chinese str., for Shanghai.
MONTEAGLE, British str., for Shanghai.
ONSANG, British str., for Canton.
TAMING, British str., for Manila.
TONKIN, French str., for Saigon.
TOTOMI MARU, Japanese str., for Singapore.
WINGSAK, British str., for Canton.
YENOSHII MARU, Japanese str., for Shanghai.
YINGCHOW, British str., for Canton.

SHIPPING REPORTS.

The British str. *Laisang* reports: Light winds and calms throughout.
The British str. *Rubi* reports: Light variable winds, smooth sea, fine clear weather throughout.

VESSELS IN DOCK.

May 11th.

ABERDEEN DOCK—Rommelth.
KOWLOON DOCK—Y. Soutra, H.M.S.
Moorhen, Nuthnulken, Signal, Tak Hing.
COSMOPOLITAN DOCK—
TAIKOO DOCK—Taipuan, Linan, Tamsui,
Shantung, Tjihini, Maple Leaf, U.S.A. Helena,
U.S.A. Samar.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

LIGHTNING.

Captain A. E. Gantles, will be despatched for the above port TO-MORROW, the 13th inst., at Noon instead of us previously advertised.
For Freight or Passage apply to
DAVID SASOON & CO., LTD.
Agents.
Hongkong, 12th May, 1909. [698]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY:

STEAM FOR
FIUME AND TRIESTE (DIRECT),
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI,
ADEEN, SUEZ AND PORT SAID.
Taking Cargo at through rates to the BRAZIL,
to PERGUA GULF, RED SEA, BLACK SEA,
EVIAN, VENICE and ADRIATIC
PORTS).

THE Company's Steamship

"CHINA."

Captain Bergulian, will be despatched as above on about 25th inst.

This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.

Hongkong, 6th May, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above, on WEDNESDAY, 26th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Produce, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steerageless and a duly qualified Surgeon required.

To assure the additional comfort of Passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th May, 1909. [721]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAME	FLAG & Bdg.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	W. W. Cooke, B.N.E.	P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP	GLENLOGAN	Brit. str.	—	McGregor Bros. & Gow	McGregor Bros. & Gow	On 25th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	GLORIETTE	Brit. str.	k. w.	H. Hildebrandt	HAMBURG-AMERICA LINER	About end of May.
HARVE, BREMEN & HAMBURG, &c.	SILESIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERICA LINER	On 20th inst.
RAVEN, HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	MELCHERS & CO.	On 17th June.
MARSEILLES, HARVE & COPIENHAGEN, &c.	CANTON	Swed. str.	—	S. J. G. Parsons	MESSENGER MARITIMES	On 25th inst. at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	IVO MARU	Ger. str.	—	F. F. Cope	NIPPON YUSHIN KAISHA	On 8th June, at D'light
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SUBIA	Ger. str.	k. w.	G. Meiners	HAMBURG-AMERICA LINER	On 8th June.
MARSHALL, HARVE & HAMBURG, &c.	KITANO MARU	Ger. str.	—	Berguglian	MELCHERS & CO.	About 2nd June.
MARSHALL, HARVE & COPIENHAGEN, &c.	HONGKONG MARU	Ger. str.	—	Sander, Wiele & Co.	SANDER, WIELER & CO.	On 1st June, at Noon.
MARSHALL, HARVE & COPIENHAGEN, &c.	DEERFLINGER	Amr. str.	—	H. G. Walker	CANADIAN PACIFIC CO. LTD.	On 19th inst. at 4 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	W. Shotton	CANADIAN PACIFIC CO. LTD.	On 23rd inst. at 6 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	MONTAGUE	Brit. str.	1 m.	T. Sakine	NIPPON YUSHIN KAISHA	On 14th inst. at 10 A.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	KAGA MARU	Brit. str.	—	L. Dawson	BUTTERFIELD & SWINE	On 15th inst. at Noon.
MARSHALL, HARVE & COPIENHAGEN, &c.	SUVERIC	Brit. str.	1 m.	E. Gathemann	MELCHERS & CO.	On 11th June, at Noon.
MARSHALL, HARVE & COPIENHAGEN, &c.	YAWATA MARU	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 12th June, at Noon.
MARSHALL, HARVE & COPIENHAGEN, &c.	TAIWAN	Brit. str.	—	F. Iske	MELCHERS & CO.	On 27th inst.
MARSHALL, HARVE & COPIENHAGEN, &c.	ALDENHAM	Brit. str.	—	Christiansen	NIPPON YUSHIN KAISHA	On 14th inst., P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	NIKKO MARU	Brit. str.	—	J. A. Macleod	JARDINE, MATTHESON & CO. LTD.	On 17th inst. at 4 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	PEINO WALDEMAR	Brit. str.	—	H. G. Walker	JARDINE, MATTHESON & CO. LTD.	To-day at Noon.
MARSHALL, HARVE & COPIENHAGEN, &c.	BINGO MARU	Brit. str.	—	F. S. J. Murray	JARDINE, MATTHESON & CO. LTD.	Quick despatch.
MARSHALL, HARVE & COPIENHAGEN, &c.	KOBE	Brit. str.	—	T. H. Tide	BUTTERFIELD & SWINE	On 21st inst. at 4 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	NAGASAKI, KOBE & YOKOHAMA	Brit. str.	—	J. S. Kaburaki	BUTTERFIELD & SWINE	On 18th inst. at 4 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	JAPAN	Brit. str.	—	Bradley	BUTTERFIELD & SWINE	On 19th inst. at 10 A.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	NEWCHWANG	Brit. str.	—	C. Dowers	BUTTERFIELD & SWINE	To-morrow.
MARSHALL, HARVE & COPIENHAGEN, &c.	KWEIWANG	Brit. str.	—	H. W. Kenrick	BUTTERFIELD & SWINE	Middle of May.
MARSHALL, HARVE & COPIENHAGEN, &c.	CHIECHOW	Brit. str.	1 m.	P. O. S. N. Co.	BUTTERFIELD & SWINE	On 14th inst. at Noon.
MARSHALL, HARVE & COPIENHAGEN, &c.	CHOSHOU MARU	Brit. str.	—	G. H. Walker	BUTTERFIELD & SWINE	To-day at 4 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	SUMEGAMIA	Brit. str.	—	F. S. J. Murray	BUTTERFIELD & SWINE	On 15th inst. at 5 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	NIPTON	Brit. str.	—	T. H. Tide	BUTTERFIELD & SWINE	On 16th inst. at D'light
MARSHALL, HARVE & COPIENHAGEN, &c.	WINGSAK	Brit. str.	1 m.	J. S. Kaburaki	BUTTERFIELD & SWINE	On 16th inst. at 10 A.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	YINGCHOW	Brit. str.	—	Bradley	BUTTERFIELD & SWINE	On 17th inst.
MARSHALL, HARVE & COPIENHAGEN, &c.	OCEANA	Brit. str.	—	C. Dowers	BUTTERFIELD & SWINE	On 21st inst. at Noon.
MARSHALL, HARVE & COPIENHAGEN, &c.	ANJUNI MARU	Brit. str.	k. w.	H. W. Kenrick	BUTTERFIELD & SWINE	On 18th inst. at 10 A.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	SILVIA	Brit. str.	—	P. O. S. N. Co.	BUTTERFIELD & SWINE	On 19th inst. at 4 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	KUTEANG	Brit. str.	1 m.	G. H. Walker	BUTTERFIELD & SWINE	On 23rd inst. at D'light
MARSHALL, HARVE & COPIENHAGEN, &c.	LUTZOW	Brit. str.	—	F. S. J. Murray	BUTTERFIELD & SWINE	On 24th inst. P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	NAMUH	Brit. str.	—	H. W. Kenrick	BUTTERFIELD & SWINE	On 27th inst.
MARSHALL, HARVE & COPIENHAGEN, &c.	CHINHUA	Brit. str.	1 m.	G. H. Walker	BUTTERFIELD & SWINE	To-day at 10 A.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	CHENAN	Brit. str.	—	F. S. J. Murray	BUTTERFIELD & SWINE	Quick despatch.
MARSHALL, HARVE & COPIENHAGEN, &c.	SYDNEY	Brit. str.	—	H. W. Kenrick	BUTTERFIELD & SWINE	To-day at 1 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	TAKASAKI MARU	Brit. str.	—	P. O. S. N. Co.	BUTTERFIELD & SWINE	On 14th inst. at 4 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	SOSHU MARU	Brit. str.	—	G. H. Walker	BUTTERFIELD & SWINE	On 14th inst. at 5 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	TIJHWA	Brit. str.	—	F. S. J. Murray	BUTTERFIELD & SWINE	On 15th inst. at Noon.
MARSHALL, HARVE & COPIENHAGEN, &c.	HAIMUN	Brit. str.	2 h.	J. W. Evans	Douglas, Lapraik & Co.	On 16th inst. at 4 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	HATAN	Brit. str.	2 h.	J. S. Payne	Douglas, Lapraik & Co.	On 16th inst. at 8 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	LOONGGANG	Brit. str.	2 h.	R. W. Almond	Douglas, Lapraik & Co.	On 17th inst.
MARSHALL, HARVE & COPIENHAGEN, &c.	RUBI	Brit. str.	2 h.	A. W. Outerbridge	Douglas, Lapraik & Co.	On 21st inst. at 4 P.M.
MARSHALL, HARVE & COPIENHAGEN, &c.	TEAN	Brit. str.	1 m.	P. H. Rolfe	Douglas, Lapraik & Co.	On 18th inst.
MARSHALL, HARVE & COPIENHAGEN, &c.	TEENGANG	Brit. str.	1 m.	R. B. Rodger	Douglas, Lapraik & Co.	On 19th inst.
MARSHALL, HARVE & COPIENHAGEN, &c.	TAMING	Brit. str.</				

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

	STEAMERS	TO SAIL	REMARKS
SHANGHAI	OCEANA	5 P.M., 12th May	Freight and Passage.
LONDON via USUAL PORTS	DELTA	Noon, 15th May	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, CALCUTTA, COLOMBO, PORT SAID and MARSAILLES	PERA	About 19th May	Freight only.
SHANGHAI, NAGASAKI, NAMUR, MOJI, KORE and YOKOHAMA	NAMUR	About 20th May	Freight and Passage.
SHANGHAI, 11th May, 1909.	E. A. HEWETT, Superintendent.	[1]	For further Particulars, apply to

Hongkong, 11th May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FROM	STEAMERS	TO SAIL
SHANGHAI	ZAMBOANGA, MANILA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, CHEFOO and TIENTSIN	YINGCHOW
CEBU and ILOILO	SUNGKUANG, ANHUI, SINGAN, TEAN, KUEICHOW, CHINHUA, KWELYANG, CHENAN, TAMING	On 13th May, 4 P.M. On 14th May, 4 P.M. On 15th May, 4 P.M. On 16th May, D'light On 18th May, 3 P.M. On 18th May, 4 P.M. On 20th May, 4 P.M. On 21st May, 4 P.M. On 23rd May, D'light On 25th May, 3 P.M.
SHANGHAI	S. LINTAN and S.S. SANJU	Twice Weekly.
MANILA	MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE. EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and northern China Ports.

N.B.—These Steamers load Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

Hongkong, 12th May, 1909.

BUTTERFIELD & SWIBB,
AGENTS.

[1]

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
HAIMUN, Capt. Evans	SWATOW	WEDDAY, 12th May, at 1 P.M.
HAITAN, Capt. J. S. Bosch	SWATOW, AMOY & FOOCHOW	FRIDAY, 14th May, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 10th May, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
ANPING via SWATOW, "SOSHU MARU"		WEDDAY, 12th May, at 10 A.M.
SHANGHAI via SWATOW, "CHOSHUN MARU"	Capt. K. Sugi	FRIDAY, 14th May, at 10 A.M.
AMOY & FOOCHOW	Capt. T. SUGI	SUNDAY, 16th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins and Amidships Unrivalled Table.

* Taking cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 12th May, 1909.

T. ARIMA, Manager.

[13]

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	WINGSANG	Friday, 14th May, Noon.
MANILA	LOONGSANG	Friday, 14th May, 4 P.M.
KOBE	AMAAE	Monday, 17th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Tuesday, 18th May, 3 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Friday, 21st May, Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Friday, 21st May, Noon.
MANILA	YUNSANG	Friday, 21st May, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

* Taking cargo on through Bills of Lading to Kudat, Lahad, Dato, Simporna, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Hongkong, 11th May, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 15th May, Noon.
ZAFIRO	2540	H. Rodger	Manila	On 22nd May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 6th May, 1909.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIKINI	JAPAN	First half of May	JAVA	First half of May
TIJIMAH	JAVA	First half of May	AMOY	First half of May
TIJIBODAS	JAPAN	First half of June	JAVA	First half of June
TIJILIWONG	JAVA	First half of June	JAPAN	First half of June
TIJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TIJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.

YORK BUILDINGS, 1ST FLOOR.
HONGKONG, 12th May, 1909.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

STEAMER	FROM	TO	DATE
S.S. HONGKONG MARU	...	6000 tons gross	... June 1st, at Noon.
S.S. MANSHU MARU	...	5000	July 1st, at Noon.
S.S. AMERICA MARU	...	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	...	6000	Oct. 26th, at Noon.
S.S. MANSHU MARU	...	5000	Dec. 10th, at Noon.

For particulars apply to K. MATSDA, Manager.

TOYO KISEN KAISHA, York Building.

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SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORE MARU" and "SAIKO MARU" (2877 tons each) as follows:—

Leave—Shanghai (Steamer)	Morning	Thursday	Sunday
Arrive—Dairen (Steamer)	11 a.m.	Saturday	Tuesday

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The public are informed that the weight limit on parcels to the United States of America by the direct route has been raised from 4 lbs. 6 cwt. to 11 lbs. The price per pound and the conditions of posting remain the same.

Approximate times of closing mails at Sanchini via Dalyu and Siberia.

15th May at 8.30 p.m.

10th May at 9.00 a.m.

22nd May at 8.30 p.m.

26th May at 8.30 p.m.

The Ocean, with the English mail of the 18th April, left Singapore on Friday, the 7th instant, at 5.30 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 16th March, and the parcel mails closed in London for despatch by the all sea route on the 7th of April and for despatch overland on the 14th of April.

POST

SWATOW, AMOY AND ANPING

KOBE, YOKOHAMA AND PORTLAND

NAGASAKI, KOBE AND YOKOHAMA

SWATOW, AMOY AND FOOCHOW

MACAO, AMOY AND FOOCHOW

SHANGHAI, AMOY AND YOKOHAMA

SHANGHAI, MACAO, KOBE AND YOKOHAMA

SWATOW, AMOY, FOOCHOW AND SHANGHAI

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE, SYDNEY, HOBART, LAunceston, New Zealand, MELBOURNE, ADALSTON, DUNEDIN, PERTH AND PERTH

SHANGHAI, MACAO, AMOY, FOOCHOW AND SHANGHAI

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY

ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAunceston, NEW ZEALAND, MELBOURNE, ADELAIDE, PERTH, DUNEDIN AND PERTH

MANILA, BATAVIA, CHERIBON, SAMARANG, SABARAYA AND MACASSAR

SINGAPORE, PENANG AND BOMBAY

BANGKOK, THAILAND, INDIA VIA TUTICORIN

LETTER LETTER 11.00 to NOON EXTRA

POSTAGE 10 CENTS

(Supplementary mail on board up to the time fixed for departure of the mail, 1 a.m. Postage 10 cents)

LETTER POSTED IN ALL THE PILLAR-BOXES IN TIME FOR THE FIRST CLEARANCE WILL BE DELIVERED IN THIS CONTRACT MAIL

THE SIBERIAN MAIL WILL BE CLOSED ON FRIDAY, THE 14TH INST., AT 5 P.M.

AMOY, MACAO, COBU AND HLOO

HOLHOU AND HAIPHONG

SHANGHAI

SIBERIAN MAIL TO EUROPE

KOBE

BORDEAUX CHEAP CLARET.

We are offering this claret to our customers and the public as a right wine for ordinary daily use, and we assure them that this brand is far superior in Quality and Cheaper in Price than any other low priced brand of claret to be obtainable in the market.

VIN ORDINAIRE (CORTES CASTILLION)

PRICE ... \$5.50 2 DOZ. PINTS.
" ... \$4.50 1 " QTS.

SAMPLE ON APPLICATION.

H. RUTTONJEE & SON.
WINE AND SPIRIT MERCHANTS.

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VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. Ocean left Singapore for this port on the 7th instant at 5.30 p.m., and is due here to-day at about 6 a.m.

THE INDIAN MAIL.

The Indo-China str. Kutsang from Calcutta and the Straits left Singapore for this port on the 11th instant.

THE CANADIAN MAIL.

The C.P.R. str. Empress of India arrived at Shanghai at 2.30 p.m. on the 11th instant, and left again at 2 p.m. same day for Hongkong where she is due to arrive at 8 a.m. on Friday the 14th instant.

THE AUSTRALIAN MAIL.

The I.G.M. str. Prince Wademan left Sydney on Thursday, the 6th instant at 4 p.m., and may be expected here on or about Friday the 28th instant.

MERCHANT STEAMERS.

The C.N. Co. str. Aukar left Shanghai on the 9th inst., and is due here to-day.

THE N.Y.K. str. Bingo Maru (European Line) left Singapore for this port via Singapore on the 7th instant, and is expected here to-morrow a.m.

The C.N. Co. str. Sungkang left Haiphong on the 9th inst., and is due here to-morrow.

The Bank Line str. Swertia arrived at Manila on the 6th instant, for this port.

The C.N. Co. str. Kueitow left Tientsin on the 6th instant, and may be expected here on the 14th instant.

The H.A. Line str. Sylva left Singapore on the 8th instant p.m., and may be expected here on or about the 14th instant p.m.

The T.K.K. str. Chiyu Maru sailed from Yokohama on the 5th instant, and is due to arrive at this port on the 15th instant at noon.

THE N.Y.K. str. Kaya Maru (American Line) left Kobe for this port via Moji and Shanghai on the 7th instant, and is expected here on the 16th instant a.m.

The N.Y.K. str. Takanuki Maru (Bombay Line) left Haiphong for this port via Singapore on the 7th instant, and is expected here on the 25th instant.

The C.N. Co. str. Changsha will leave Sydney on the 15th inst., and is due here on the 9th prox.

NAPIER JOHNSTONE'S "SQUARE BOTTLE"

WHISKY.

UNARYED FOB

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

[2]

Highest open air Temperature are on 10th.... 83

Lowest open air Temperature on 10th.... 72

TO-DAY.

Sale, Valuable Household Furniture, No. 9 Kennedy Road, Mr. Geo. P. Lammett, 2.30 p.m.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

May 11th.

ON LONDON—
Telegraphic Transfer 1/9th
Bank Bills, on demand 1/9th
Bank Bills, at 30 days sight 1/9th
Bank Bills, at 4 months sight 1/9th
Credits, at 4 months' sight 1/9th
Documentary Bills 4 months' sight 1/10th

ON PARIS—
Bank Bills, on demand 22/4th
Credits, at 4 months' sight 23/4th

ON GERMANY—
On demand 18/4th

ON NEW YORK—
Bank Bills, on demand 4/5th
Credits, at 60 days sight 4/5th

ON BOMBAY—
Telegraphic Transfer 15/5th
Bank, on demand 15/5th

ON CALCUTTA—
Telegraphic Transfer 15/5th
Bank, on demand 15/5th

ON SHANGHAI—
Bank, at sight 7/4th
Private, 30 days' sight 7/4th

ON YOKOHAMA—
On demand 8/4th

ON MANILA—
On demand—Pesos 8/4th

ON SINGAPORE—
On demand 7/4th

ON BATAVIA—
On demand 10/4th

ON HAFNORTH—
On demand 10/4th

ON SAIGON—
On demand 10/4th

ON BANGKOK—
On demand 8/4th

SOVEREIGN, Bank's Buying Rate \$11.00

GOLD LEAF, 100 fine, per tael \$87.50

BAR SILVER, per oz. 24/8

OPIUM.

May 10th.

Quotations 1/4—
Malwa New \$1,070/1,090 per picul.
Malwa Old \$1,100/1,120
Malwa Older \$1,150/1,150
Malwa V. Old \$1,160/1,200

Persian fine quality \$1,020/1,050

Persian extra fine \$850/900

Patna New \$1,000
Patna Old \$1,030

Banaras New \$1,025

Banaras Old \$1,025

THE MOST CELEBRATED CIGARETTES IN THE WORLD
"THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA

TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS

BRISTOL & LONDON.

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SHARE LIST—QUOTATIONS.

HONGKONG, MAY 11TH, 1909.

STOCKS. NO. OF SHARES. VALUE. PAID UP. CLOSING QUOTATIONS CASH.

Alhambra, Limited 300 Pa. 200 Pa. 200 Nominal

BANKS— Hongkong & Shanghai Bank Corporation 120,000 \$125 all \$945, sales

National Bank of China, Limited 99,925 \$7 6 \$51, buyers

Bell's Asbestos Eastern Agency, Limited 8,604 12/6 12/6 \$104, buyers

China Borneo Company, Limited 60,000 \$12 \$123, sellers

China Light and Power Company, Limited 50,000 \$10 \$10 \$84, sales

China Provident, Loan & Mortgage Co., Ltd. 200,000 \$10 \$10 \$94, sellers

COTTON MILLS— EWO Cotton Spinn'g & Weaving Co., Ltd. 20,000 Tls. 50 Tls. 50 Tls. 121/2, sales

Hongkong Cotton Spinn'g Co., Ltd. 125,000 \$10 \$10 \$84, sellers

International Cotton Manufacturing Co., Ltd. 10,000 Tls. 75 Tls. 75 Tls. 91, sales

Lau Kong-Mow C. Spin'g & Weav. Co., Ltd. 8,000 Tls. 100 Tls. 100 Tls. 112, sales

Soy Chee Cotton Spinn'g Co., Limited 2,000 Tls. 500 Tls. 500 Tls. 400, sellers

Dairy Farm Company, Limited 40,000 \$72 \$6 \$162, sellers

DOCKS AND WHARVES— H'kong & Kowloon Wharf & G. Co., Ltd. 60,000 \$50 all \$57, buyers

Hongkong and Whampoa Dock Co., Ltd. 50,000 \$50 all \$52, buyers

New Amoy Dock Co., Limited 10,000 \$60 \$60 \$58, buyers

Shanghai Dock and Engineering Co., Ltd. 55,700 Tls. 100 Tls. 100 Tls. 169, sales

Shanghai and Hongkong Wharf Co., Ltd. 36,000 Tls. 100 Tls. 100 Tls. 169, sales

Fenwick & Co., Limited 18,000 \$25 \$25 \$25, sellers

Green Island Comant Co., Limited 400